



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

800 Independence Ave., S.W.  
Washington, D.C. 20591

JAN 4 1985

Mr. Barry N. Grant  
President, ATC Flight  
Simulator Company  
1650 19th Street  
Santa Monica, California 90404

Dear Mr. Grant:

This is in response to Mr. Emmet Ryder's November 16 letter regarding the use of the ATC-610 and ATC-710 flight simulator for pilot training under Federal Aviation Regulations (FAR) Part 61, Certification: Pilots and Flight Instructors, and Part 141, Pilot Schools.

The ATC-610 and ATC-710 flight simulator contains sufficient features to permit its use for both the 50 and 100 percent maximum simulation times authorized by Part 141.

With the enclosed pilot station, the trainer meets the requirements of FAR Section 141.41(a)(2) for 50 percent of the allowable simulator times. With the further addition of the X-Y Plotter, the trainer meets the requirements of FAR Section 141.41(a)(1) and may be used to meet the 100 percent maximum authorization provided total simulator time is devoted to instrument training and is approved in a training course outline.

The simulator may be used in training the pilot in "controlling and maneuvering an airplane solely by reference to instruments, including descents and climbs using radio aids or radar directive." However, Part 61 of the regulations provides that an applicant for a private pilot certificate must have at least 40 hours of flight time, all of which must be in an airplane. Therefore, simulator time cannot be credited toward this total time requirement.

Under Part 61, an applicant for a commercial pilot certificate must have at least 250 hours of flight time as a pilot, which may include 50 hours of instruction from an authorized instructor in a simulator. The ATC-610 and ATC-710 simulator will also be acceptable to the Administrator for this purpose.

An applicant for an instrument rating under Part 61 must have at least 40 hours of instrument flight time, which may include 20 hours of instrument instruction by an authorized instrument instructor (ground or flight) in a simulator. The ATC-610 and ATC-710 may also be used for this 20 hours of required instruction.

The ATC-610 and ATC-710 may be used in connection with maintaining instrument currency under FAR Section 61.57(e), i.e., it may be used for three of the required hours of instrument time, as well as performing the required six instrument approaches. The ATC-610 and ATC-710 may, at the discretion of the Administrator, be used in connection with an instrument competency check. During the conduct of the practical test for an instrument rating, a minimum of one approach must be demonstrated in an airplane or helicopter, as appropriate. The inspector/examiner conducting the flight test may, at his discretion, allow the applicant to perform the instrument approach(es), not selected for actual flight demonstration, in an ATC-610 and ATC-710 flight simulator that meets the requirements of FAR Section 141.41(a)(1).

Sincerely,

A handwritten signature in dark ink, appearing to read "Bernard A. Geier". The signature is fluid and cursive, with a large initial 'B' and 'G'.

Bernard A. Geier  
Manager, General Aviation &  
Commercial Division, AFO-800